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Boston University
III. Telecommunications and Postal Policy

1. Extension of the microwave system to Vila Cabral, Porto Amélia, Vila Pery (with a link to the frontier), Serra Salambidve (with a link to Malawi), João Belo and Inhambane. Increase of the capacity of the Lourenço Marques – Monte Pondufíne route, in the direction of the Republic of South Africa; efficient 24-hour interconnection between all the district capitals.


3. Increase of the total capacity of the Province's telephone systems by 70,000 lines, distributed through all the district capitals and Nacala.

4. Opening of the Province to the new method of intercontinental communications, by satellite.

5. Launching of TV, with transmitter stations in Lourenço Marques, Beira, Quelimane, and Nampula.

6. Creation of regional radio transmitter stations, in João Belo, Inhambane, Tete, Vila Pery, and Vila Cabral, and expansion of the installations in Dondo, Porto Amélia, Quelimane, and Nampula.

7. Construction and equipment of 30 new post offices.

IV. General Transportation Policy


2. Elaboration of rational rates systems which will contribute to the distribution of traffic to the most appropriate means of transport from the point of view of the interests of the Province.

3. Increasing routing of traffic by the most appropriate means of transport.

V. Highway Policy

1. Enlargement of the Province's paved road system, increasing it from 2,800 kilometers in 1972 to 7,000 kilometers at the end of 1975.

2. Immediate work on the parts of roads with heavy traffic in which there are interruptions during the rainy season, in order to guarantee traffic throughout the whole year, even before final paving.

3. Establishment of an efficient repair system which will make it possible to guarantee transit at any period of the year; strengthening the equipment of the Autonomous Highways Board (Junta Autónoma de Estradas) and endowing the District Governments with mechanized repair teams.
4. Assigning to the road system a preponderant role in the movement of persons and a significant percentage of cargo over short and medium distances, especially in door-to-door transportation, and in the "piggy back" system in collaboration with the railways.

5. Creation of trucking centers in the principal cities and support units distributed along highway routes.

VI. Railway Policy

1. Renovation for heavy traffic of the most important lines of the Province, specifically those of international traffic, that of Moçambique, and the Umpala - Salamanga - Ponta Dobela route.

2. Reequipment of workshops and rolling stock, taking into account traffic predictions.

3. Modernization of signal and control systems.

4. Possible expansion of the rail system to important centers of mineral production.

5. Assigning to the rail system a preponderant role in the movement of international traffic of merchandise and bulk cargos over long distances.

VII. Air Transport Policy

1. Adaptation of the geometric characteristics of the Lourenço Marques airport for the Boeing 747 and remodeling of the operational areas of the airfields of Mocímboa da Praia, Porto Amélia, Vila Cabral, Lumbo, António Enes, Tete, and Inhambane.

2. Construction and equipment of airfields at Vila Pery and Gorongosa.

3. Improvement of the coverage and efficacy of radio aids to air navigation.

4. Reorganization of DETA, in the interests of its expansion, efficiency, and profitability.

5. Assigning to the airways a preponderant role in the movement of passengers over medium and long distances, in the encouragement of internal and foreign tourism, and in the transportation of fragile or perishable cargos.

6. Increase of regional air transport by air-express companies, whenever possible in coordination with DETA routes.
VIII. River and Maritime Transportation Policy

1. Beginning the construction of the ocean terminal of Ponta Dobela for ore ships and tankers of more than 150,000 tons.

2. Extension by 330 meters of the Beira docks, and reconstruction of wharfs 2 and 3 of that port.

3. Beginning of construction of an ocean terminal for ore ships at Nacala.


5. Reequipment in port service boats, such as tugs, dredges, and launches.

6. Small port projects in Palma, Lake Niassa, Nacala, António Enes, Quelimane, Beira, Macuze, and Inhambane.

7. Encouragement of the establishment of repair and naval construction shipyards.

8. Promotion of the reorganization of coastal traffic, using appropriate ships, and establishment of rates which are both profitable and competitive.

9. Greater use of river and lake transportation for people and merchandise, especially in Lake Niassa and on the Zambeze River.

FINANCIAL POLICY

I. Fundamental Objectives

1. Transformation of the public finances of the Province into an effective instrument of its economic and social development and of a more just distribution of income.

2. Creation of conditions which will permit the increase of internal savings, orient credit selectively towards production, and favor the making of new investments.

3. Improvement of the monetary and financial markets, especially with respect to the establishment of funds which can be capitalized at medium and long term.

4. Contribution towards the improvement of the Province's exchange situation and for the consolidation of the new payments system.
II. Budgetary Policy

1. Growth in the amount of spending on investments for economic and social purposes.

2. Increase in productivity in the application of public monies, by greater fidelity in the preparing and execution of budgets, by the requirement of rigorous compliance with deadlines for the execution of approved projects, by the maximum utilization of installations and equipment, and by a greater and more perfect coordination between executive and operating services.

3. Greater simplicity and rapidity in the use of surpluses found in each budget.

4. Revision of the standards concerning property management.

5. Inventory and revision of the tax system.

6. Revision of the control of tied revenues.

7. Revision and simplification of standards concerning disbursements.

8. Revision of standards concerning treasury operations.

9. Continuation of the effort to mechanize services.

III. Fiscal Policy

1. Adoption of the principle of the stability of the tax system, without prejudice to necessary adjustment of details, for the purpose of its simplification and updating, greater justice in the distribution of the fiscal burden, and more decisive and efficient support to the process of economic development of the Province.

2. Promotion of changes in the systems of standards for interterritorial double taxation contained in Decree-Law No. 579/70 of November 24, 1970, in the part concerning taxation of total income and the apportioned taxation of dividends.

3. Study and proposals for revision of legislation on the fiscal process and the creation of a fiscal judiciary independent of the collecting services.
IV. Customs Policy

1. Progressive reduction of export duties on the agricultural production of the Province, in order to increase exports by giving it better competitive conditions on foreign markets.

2. Elimination of export duties on merchandise manufactured by the industries of the Province, in accord with the authority granted by Decree No. 61/72 of February 22, 1972.

3. Reduction or progressive elimination of import duties and general customs fees which fall on equipment goods and on raw materials destined to be processed locally.

4. Facilitation of the temporary importation of equipment whenever savings in exchange will result from it.

V. Credit Policy

1. Channeling towards directly reproductive investment, of existing available capital.

   a) By making regional and sectoral development studies which will determine possibilities for profitable investment;

   b) By offering more attractive alternatives for capital which now tends to go into civil construction because of scarcity of other forms of investment;

   c) By increase of State participation in the capital of enterprises which are intended to create or exploit undertakings of especial interest for the economic development of the Province;

   d) By the enlargement of the range of stocks and shares offered locally and of participation in investment funds;

   e) By tight control over immediate means of payment, to avoid the use of semi-immediate means of payment in active operations proper to the monetary market.

2. Development of credit for productive activities:

   a) By the merging of the Agricultural Credit Bank into the Credit Institute;

   b) By the establishment of financial departments in commercial banks.
3. Development of credit in the consumption of import goods:

   a) By a selective credit policy, which imposes restrictions on
      that destined to the importation of consumable or unnecessary goods and on
      speculations, and facilitates that which is for production or export of
      merchandise;

   b) By new regulations on time-payment sales of non-consumable
      personal property;

   c) By the extension to the Province of the system of credit
      insurance for operations linked with production and export.

4. Incentivation of the formation and collection of savings:

   a) By the adaptation to the conditions of the Province of the
      savings deposit instituted in the Metropole by Portaria No. 46/70 of
      October 28, 1970, and by the creation of other types of time deposit, namely
      of deposit with guarantee of transfer;

   b) Provision of facilities and incentives for the collection of
      small savings, by means of deposits in savings banks (caixas económicas);

   c) Instituting a very simple system creating maximum confidence,
      for the purpose of collecting savings in the possession of the less evolved
      part of the population;

   d) Seeking to generalize the use of checks for payments, and
      progressively extending to the whole civil service the payment of salaries
      by means of deposits to the account of the recipient.

5. Inspection of compliance with rules concerning legal minimums in
   matters of the liquidity and reserves of banking institutions, as well as the
   standards concerning deposits and their respective interests and time periods.

6. Establishment and strengthening of a system of coordination between
   the different credit institutions acting at medium and long terms.

VI. Exchange Policy

1. Reestablishment of equilibrium in the balance of payments:

   a) By observance of the exchange budget and the list of priorities;

   b) By the maximum possible recourse to deferred payments for equipment
c) By the selective obtaining of foreign credits with interest and terms adequate for its internal application for the exclusive production of goods for export or which will make possible eliminating or substituting for imports.

d) By the establishment of tight controls on the entry and exit of foreign exchange, so that all transactions take place through the Exchange Fund.

2. Maximum possible reduction in the scheme for liquidating the backlog of payments accumulated during the existence of the former payments system.

ADMINISTRATIVE POLICY

I. Fundamental Objectives

1. Thickening of the administrative network and improvement in administrative organizations at all levels.

2. Improvement of judicial institutions.

3. Strengthening the security and defense of the people.

II. Administrative Organization

1. Revision of the present administrative division into districts.

2. Creation of new concelhos and circumscriptions, as follows: the concelhos of Catembe and Machava (Lourenço Marques), Mabalane (Gaza), Jangamo (Inhambane), Sussundenga (Vila Pery), circumscriptions of Zóbuè (Tete), Mónguè and Mabò (Zambézia), Meluco and Chiúre (Cabo Delgado), and Majune (Niasa).

3. Creation of new administrative posts, as follows: Mucholo, Mepúzi, and Chicomo (Gaza), Vila Franca do Save, Govane, Tome, Marão, Rambassassa, and Chiline (Inhambane), Massobere (Vila Pery), Carinde, Nhaluire, and Puato (Tete), Zoa, Namanjavira, Líciro, Tundo, and Guerissa (Zambézia), Namazeze (Moçambique), Muitote, Messalo, Nivale, and Mogabo (Cabo Delgado), and Varua, Hämela, and Nova Guarda (Niasa).

4. Creation of new municipal councils, municipal commissions, neighborhood boards (juntas de freguesia), and local boards.

5. Updating of the organizational plan and operation of administrative institutions.


7. Revision and updating of these autarkies' finances.

8. Structuring of the administration of resettled groups.
III. Administration of Justice

1. Adjustment of new territorial juridical divisions.

2. Raising to 1st class the municipal courts whose level of activity justifies it, in Dondo, Montepuez, Chibuto, Massinga, Maxixe, Manhiça, Fernão Veloso, Amaramba, Gurué, and Mutarara.

3. Strengthening the resources of the Judicial Police in men and materiel.

4. Creation and installation of establishments for minors, namely an Observation Center and an Educational Institute in Lourenço Marques.

5. Installation of new tribunals, in Porto Amélia, Vila Cabral, and Vila Fery.

6. Modernization of the prison system.

7. Construction of new Civil Registry offices.

IV. Security of the People


2. Reorganization of the Public Security Police (PSP), with integration of the intervention militia and the administrative police, and their extension into rural areas.


4. Granting to the Provincial Organization of Civic Defense and Volunteers the necessary means to organize and operate traditional militias in the environs of native chiefdoms.